



Bessie Jones

A colored girl of Houston, Texas, uses

Nelson's HairDressing

and gives NELSON'S credit for her long, silky hair.

If your hair is curly, stubborn hard to manage try NELSON'S HairDressing which has made thousands of colored people all over the United States proud of their hair.

NELSON'S is the original and genuine which is sold and recommended by the drug stores everywhere.

The price is still 25 cents. Take this advertisement to the drug store and be sure to get the genuine NELSON'S.

NELSON MFG. CO., Inc. RICHMOND, VA.

"Nelson's will make you proud of your hair."

Only Big Show Coming This Season

Tents on Harrison Avenue Grounds

CHATTANOOGA MONDAY, SEPT. 16

JOHN ROBINSON'S CIRCUS

THE most noteworthy and remarkable Combine of Amusement Wonderment in All Circus History

PROUDLY AND PERFECTLY PROVED THE BIGGEST AND BEST OF ALL

STARTLING AND STUPENDOUS SIGHTS AS NEVER YET BEHELD

The Most Complete Menagerie on Earth

The Most Sensational Novel and Thrilling Circus Performance

The Most MARVELOUS Exhibit of a Circus

Entire and the Newly Added Superbly Equipped

PAGEANT

Golden Days and Olden Ways

An Entirely Recognized FREE

STREET PARADE

Supplies all the highway, processions and displays.

Daily 11 A. M. A solid mile of regal magnificence

2 COMPLETE PERFORMANCES 2

at 2 and 8 P. M. Free Obedience and 7 P. M.

Admission and reserved seats on sale

circus day, without extra charge, at

Live and Let Live Drug Store, Seventh

and Market Streets.

PIANOS

Several Big Bargains in Used

Pianos. Easy Terms.

L. L. ALNUTT

111 East Seventh Street

FOR

SASH AND DOORS

CALL ON

WILLINGHAM & CO.

MAIN 40 and 358

Boys New Fall

Suits for School

Big Values \$1.50

With prices higher than a

cat's back in most of the

clothing stores, it is a big

relief to know you have

the opportunity of buying

a high-class, fine, all wool

suit

For \$15

Sizes 31 to 35

Your first long pants

Hauler

10th and Market Streets

HALF RAIL MEN IN STATES BENEFIT

Nearly Million Railroad Employees to Receive Wage Increases of \$25 a Month.

MADDOO ISSUES ORDER

Adds \$150,000,000 to Annual Payroll—Eight-Hour Day Made Basic.

Washington, Sept. 5.—Nearly a million railroad employees, including all clerks, track laborers and maintenance men, are to receive wage increases of \$25 a month, the equivalent of \$1 a day or 12 an hour, over the pay they received last Jan. 1 under a new wage order issued today by Director-General McAdoo. Advances are effective as of Sept. 1.

This order, affecting half of the railroad men in the United States and adding approximately \$150,000,000 to the annual pay roll in calculation of the aggregate wage increase over granted in American industrial history. It is supplementary to the general railroad wage order issued nearly four months ago, providing for about \$200,000,000 increases and for the classes of the employees affected, it supplants provisions of that order.

Most of the employees covered by the new order have made considerably less than \$100 a month and the voluntary increase was decided on by the director-general after investigation by his advisory board of railroad wages and working conditions of the pay of men doing similar work in other industries. In the main, this board's recommendations were followed.

Overtime, Pro. Rata.

The order considered that eight hours is the basic day and that overtime up to ten hours is to be paid pro rata, with one and one-half the regular rate for overtime past the ten hours. Specific rules are laid down for the promotion of employees on grounds of merit and seniority and other regulations forbidding dismissal of employees without cause and providing for hearing on appeal. The rules now in effect under government civil service. These restrictions will affect mainly the half million railroad clerks.

Thousands of women clerks employed by the railroads are to receive the same pay as men for similar work but the interpretation of "similar work" is left to executives. Back pay from Jan. 1 will be made under the former general wage order and the advances now granted will be figured on top of the wage last Jan. 1, rather than on the pay received in the immediate past under the general wage increase. Minimum rates of pay are established for the hour, in many cases will run the actual rate above the minimum. Class sharing in the new increases with the minimum rate for each class are as follows: Track laborers, 28 cents an hour, with maximum of 40 cents an hour. Those doing clerical work of any description, train announcers, gatekeepers, checkers, baggage and parcel room employees, train and engine crews, callers, operators of office station equipment devices (excepting telegraphers whose application for wage increases is under consideration), together with chief clerks, foremen, subforemen and other supervisory force of the preceding groups, \$47.50 a month.

Office boys, messengers and others under 18 years of age, and station attendants, \$45 a month. Janitors, elevator and telephone switchboard operators, office station and warehouse watchmen, \$70 a month. Stationary steam engineers and chief stationary engineers, \$110 a month; stationary firemen and powerhouse oilers, \$90; locomotive boiler washers, 38 cents an hour, with maximum of 50 cents an hour; operators of transfer and turntables, 45 cents an hour. Laborers employed in and around shops, roundhouse stations, storehouses and warehouses (excepting harbor employees, to be provided for separately), such as engine watchmen and wipers, fire builders, ash pit men, boiler washers, flue benders, truckers, stokers, shippers, coal passers and coal chute men, 31 cents an hour, with maximum of 43 cents an hour; other common laborers in these departments, 28 cents an hour, with maximum of 40 cents an hour.

In no case are wages received under the general wage advance order to be

decreased. Wages for new positions are to be in conformity with rate for similar kind of work. The order does not apply in cases where amounts of less than \$20 a month are paid to individuals for special part time services. Employees assigned to higher rated positions are to receive the higher rates, but those demoted temporarily are not to have their wages reduced. When called to work outside of established hours, employees will be paid for a minimum allowance of three hours. Lieutenants or vacancies are to be provided as follows:

"Promotions shall be based on ability, merit and seniority. Ability and merit being sufficient, seniority shall prevail. This provision does not apply to personal office forces of superintendents, trainmasters, division engineers, master mechanics, general freight or passenger agents and similar offices, where the management is to be the judge of promotions.

Vacancies Filled.

The railroad administration laid down the rule, applicable to all classes affected by the new order, that new positions or vacancies are to be filled within five days in departments where they occur and employees may apply within that time for appointment, which must be made within ten days. Temporary appointments may be made meanwhile. In reducing forces, seniority is to govern. A seniority roster of all employees in each class and department who have been in service six months or more is to be posted in a place accessible to all in the department.

Fair Hearing for Employees.

An employee disciplined, or who considers himself unjustly treated, must give notice of his complaint to his immediate superior if he asks for this in writing within five days. A decision must be given within a week, and the employee then may appeal to the next higher official. In the proceedings he may be assisted by a committee of employees. Other similar rules governing dismissals or disputable treatment were established as a means of giving clerical forces, most of which are not organized, a measure of the protection already built up by unionized classes.

The new rates of pay are to be incorporated into existing contracts, and future agreements with the railroad labor organizations are to be referred to the labor division of the railroad administration.

The new order is not intended to change the number of days per month for monthly paid employees, it is specifically stated. Reversing chiefly to maintenance of way men, the order provides that employees taken temporarily to other departments must be furnished with board and lodging by the railroad. Only in emergency or by consent are employees to be transferred from one division to another.

In Way Department.

In the maintenance of way department, those receiving the \$25 a month or 12 cents an hour increase over the pay of last Jan. 1, together with a minimum for each class, are as follows: Foremen of the kinds of work known as building, bridge painter, signal construction, mason and concrete, water supply, maintenance and plumbing, \$115 a month; for assistant foremen of these classes and for foremen of classes known as coal chute, coal chutes, fence erectors and ditchers, and hoisting engineer and bridge inspectors, \$105 a month. Track foremen, \$100 a month; assistant track foremen, 5 cents an hour above rate paid laborers whom they supervise.

Mechanics in maintenance of way and bridge building departments who were not included in wage advances for shop craft several weeks ago, 53 cents an hour; helpers and mechanics in these departments, not provided for in the wage order affecting shop men, 43 cents an hour.

Common laborers, 28 cents an hour, with maximum of 40 cents.

Drawbridge tenders and assistants, pile drivers, ditching and hoisting firemen, pumper engineers and pumpers, crossing watchmen or flagmen, lamp lighters, add \$25 a month to wages of Jan. 1.

Coach cleaners are to receive a minimum of 28 cents an hour, with a maximum of 40 cents. This is ordered as a supplement to the action affecting shopmen.

For groups not specifically mentioned among the preceding classifications, the standard increase of \$25 a month, or 12 cents an hour, was ordered.

WATERPOWER BILL REACHES CRITICAL STAGE

Republicans Almost Solidly Oppose Administration Plan as to Recapture Clause.

Washington, Sept. 5.—With the republican members almost solidly arrayed against the administration plan to substitute fair valuation for net cost, or net investment, as a basis for estimating the price at which the government should retake, or recapture, a water power property developed by private interests on a government-owned and government-leased waterpower site, the water development bill reached a critical stage when the house resumed today.

The plan favored by President Wilson and embodied in a substitute amendment offered by Representative Ferris, Oklahoma, chairman of the democratic congressional committee and one of the administration leaders, was defeated in the house late yesterday afternoon by a vote of 95 to 71.

The negative vote was almost entirely republican, although a few democrats voted against the Ferris proposal. The vote was taken with the house sitting as a committee of the whole and the house will, therefore, probably be called upon to vote again upon the same proposition today.

Republican leaders, however, declare that efforts to change the "recapture clause" in the bill, which at present provides for the net investment feature the president objects to, will continue to prove unsuccessful. Democratic leaders state, on the other hand, that they will be able to change the clause as the president desires before the bill is finally voted upon by the house, which they hope will be before tonight.

That the president will veto the bill if it is passed in its present form some of them say may be regarded as a foregone conclusion, as the president is agreed with them that the investment provision would perpetuate the hold of private interests upon the country's vast water power resources.

APACHES KILL AN AMERICAN SOLDIER AT ANGERS, FRANCE

Private Wilcox Stabbed in Heart and Neck

Paris, Sept. 5.—One American soldier was killed and another seriously wounded in a battle with apaches at Angers, France, Saturday night. Private Wilcox and Sergeant Rawdon were walking along a dark street in the town when they were suddenly assaulted. Although they put up a desperate fight, Wilcox was stabbed twice in the heart and killed and Rawdon was stabbed in the neck.

The Angers police surrounded the house where the apaches took refuge and captured them after a battle.

The entire town attended the funeral of Wilcox, the citizens having deplored the untimely death of the young soldier.

SEVENTY-FIVE U-BOATS SUNK WITHIN YEAR

Record of Achievement Equals Total Sunk in First Three Years of War.

London, Sept. 5.—Seventy-five German U-boats were sunk by British vessels alone in the year ending August, 1918, it was announced here today in a statement dealing with the latest figures of Great Britain's efforts in the present war. This record achievement in combating enemy submarines equals the total sunk by the British in the first three years of the war. The tonnage of the British navy has reached the enormous proportions of 8,000,000 tons, and there are 1,500,000 men serving in the navy and mercantile marine.

The total contribution of manpower to the allied forces by the British empire up to August, 1918, is 8,500,000. Six and a quarter million of these were supplied by Great Britain, 1,000,000 by the dominions and 1,250,000 by India. British ships have made new records in transporting troops to France. In one period of fourteen days 255,000 soldiers were taken across the channel from England. In one month 255,000 men were successfully landed after a similar voyage.

Sixty per cent. of the first million American soldiers in France crossed the channel in British vessels. Two hundred thousand of these were transported in July, 1918. British vessels also have been aiding other allies. Forty-five per cent. of France's imports and 45 per cent. of Italy's imports were carried in British ships, 1,000,000 tons of which are in the service of France and 5,000,000 tons of which are in the service of Italy. Twenty-four million tons of stores were sent to British allies in the period from August, 1914, to August, 1918.

AIR MAIL ROUTE FROM NEW YORK TO CHICAGO

Max Miller Inaugurates Route Making First Trip in Standard No. 1 Airplane.

New York, Sept. 5.—Max Miller, in a Standard No. 1 airplane, left Belmont park at 7:09 this morning for Chicago, inaugurating the first postal airline between New York and the Windy city. He expects to reach Chicago at 5 o'clock this afternoon. Miller is an instructor in the army aviation service and was formerly stationed at San Diego. He expects to make three stops en route to replenish his supply of gasoline. The first stop is to be at Lockhaven, Pa.; the second at Cleveland, O., and the third at Bryan, O.

If Miller succeeds in making a successful flight, he will return to New York on Saturday with another load of mail.

The collection of mail for the first New York to Chicago postal air service closed at 3 o'clock this morning. At that time 2,000 pieces of mail, weighing about 550 pounds, had been received. This mail was rushed to Belmont park and loaded into the flying machine. A large crowd gathered at the famous race track to see the beginning of the flight.

NEW DIVISION INLAND WATERWAYS CREATED

Washington, Sept. 5.—A new division of inland waterways of the railroad administration was created today by Director-General McAdoo to have charge of

the New York state barge canal, Delaware-Haritan and Cape Cod canals, the Mississippi and black Warrior river waterways and other water routes which may be taken over by the railroad administration.

The director of the division will be G. A. Tomlinson, now general manager of the New York state barge and the New Jersey canals, and the inland waterways advisory committee of which Maj.-Gen. W. M. Black was chairman, is replaced by the new division. Most acts of the railroad administration relating to inland waterways control in the past have been on recommendations of the advisory committee, but the establishment of a special executive department is in line with the director-general's policy of centralization of authority. It also was interpreted as indicating his intention of operating the waterways more intensively.

GEN. KORNILOFF AGAIN REPORTED KILLED

This Time It Is Said He Was Struck by a Shell at Yekaterinodar.

Copenhagen, Sept. 5.—Gen. Korniloff, the Russian army officer, has been killed by a shell at Yekaterinodar, the Helmsford correspondent of the Politiken learns. Yekaterinodar is the capital of the Kuban territory. The Politiken's correspondent says that the source of his information was a Flan army officer. The death of Gen. Korniloff has been reported a number of times. He has variously been mentioned in news dispatches from Russia as executed, assassinated and killed in action.

BIRMINGHAM MAN IN GERMAN PRISON

Washington, Sept. 5.—Names of nine additional American officers and men who are prisoners in Germany were announced by the war department, but the camps in which they are held are as yet unknown. The prisoners are: Maj. John Goodman, Edgewood, N. J. (reported to be at Langensalza); Lieut. Thomas P. Shea, Springfield, Mass.; Arthur M. Roberts, Birmingham, Ala.; John McArthur, Fremont, Neb.; Corporals Foster E. Paul, Springfield, Mass.; Percy Holmstrom, Necedah, Wis.; Privates Willis E. Stowman, Bluehill, Me.; Leonard H. Lauren, Norben, Mo.; Peter Scharhorn, Syracuse, N. Y.

KINKY HAIR

Do you want your hair to grow long, soft and silky? Look at the picture here of Mary Harris, and see what beautiful hair she has. You, too, can have long, straight hair by using

EXELENTO GUINNEE POMADE

Do not be fooled by using some false preparation. ExeLENTO is guaranteed to do as we say or you get your money back. Price 25c by mail. Stampers coin. AGENTS WANTED EVERYWHERE. Write for particulars. EXELENTO MEDICINE CO., ATLANTA, GA.

"Daddy" McCoy Comes Out Flat-Footed For PENNSYLVANIA TIRES

"Daddy" McCoy insists that every Pennsylvania Tire will give more than its guaranteed mileage of 6,000 miles. But he says no tire will give excess mileage, if cuts or bruises are neglected. A good vulcanized patch will put the tire back into service, adding three or four thousand miles to its life.



"Won't Break Down In the Side Walls," Says Daddy, "And Built With a Body to Stand Repairs"

"Daddy" has seen the "innerds" of about every known make of tire. He knows the structural merits and constitutional defects of most every brand. Drawing upon his long experience, he claims Pennsylvania Tires are among the best in downright sturdiness and strength.

"For one thing," he says, "very few tires have as many plies of fabric as Pennsylvania. Then the tire is so everlastingly well made. The rubber is tough and elastic and so firmly welded to the fabric that tread separation—the serious defect of many otherwise good tires—is practically eliminated in the Pennsylvania."

With an air of pride, "Daddy" pointed to the Pennsylvania name on a new casing.

"I always like to repair a tire with that brand on the side," he said. "It means that I can turn out work that will do credit to the concern, and give the customer all kinds of service."

"Daddy's" confidence in Pennsylvania Tires is, to us, very significant. Although capable of putting new life in most any abused and aged carcass, he boasts of the recuperative powers of Vacuum-Cups. He's sure they will not fall into premature ruin, no matter how much abused. His confidence confirms our policy of backing every Pennsylvania Vacuum Cup Tire for its full guarantee of 6,000 miles.

We guarantee our repair work to last the lifetime of the tire.

To out-of-town customers: Especially prompt service on tires shipped to us for repairs.

SOUTHERN RUBBER COMPANY
OPPOSITE THE PATTEN
Pennsylvania Tires and Tubes---VULCANIZING
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